

Amusement.

ROYAL CITY HALL.

UNBROKEN CROWNED OUR EFFORTS!
Unbounded Enthusiasm!!
A GLORIOUS RECEPTION TENDERED TO

WASH NORTON'S FAMOUS WORLD OF WONDERS.

SECOND GRAND PERFORMANCE,
THIS EVENING,
Tuesday, the 19th June, 1888.

MR. & MRS. WASH NORTON,
Refined Sketch Artists.

THE MONARCHS OF GROTESQUES,
THE HARVEY BROTHERS,
(WILLIAM AND CHARLES).

The Great Original Egyptian and Oriental
Narcissus,
ACHMED ALI BEY.

In his Unique Entertainment of Egyptian,
Arabian, and Hindoo Subjects.
Assisted by MISS HAIDA.

ALBERT LINTON,
The Wonderful Young Lightning Sketch
Artist.

MR. WASH NORTON,
In his Astonishing Quick Changes.

ZITKA, THE ENTRANCED LADY,
Or Floating in the Air, &c., &c.

Prices of Admission:
Dress Circle and Stalls - - - \$2.00.
Pit - - - - - \$1.00.

Seats can be reserved at Messrs. KELLY
& WALSH, Limited, under Hongkong
Hotel.

For Sale.

FOR SALE.
JULES MUM & Co.'s
CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz.
Pints.....\$21 " " " 2 " "
Dabos Frères & Co. G. & Co.
BORDEAUX CLARETS AND
WHITE WINES.

Baxter's Celebrated 'Barley Broe'
WHISKY, \$7½ per Case of 1 doz.
GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

To-day's Advertisements.

NOTICE.
THE POWER OF ATTORNEY issued by me
in favor of my Brother HERBERT
D. HUTCHISON on 20th February, 1888,
was CANCELLED by my return to the Colony
in 1886.

JOHN D. HUTCHISON.
Hongkong, June 18, 1888. 907

FROM HAMBURG, PENANG AND
SINGAPORE.

THE S.S. *Cassandra*, Captain THOMSEN,
having arrived from the above Ports,
Consignees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature by the Undersigned, and to take
immediate delivery of their Goods from
Molde.

Any Cargo impeding their discharge will
be landed into the Godowns of the Kowloon
Free and Godown Co. and stored at
Consignees' risk and expense.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 20th Inst.
will be subject to rent.

All broken, chafed, and damaged Goods
are to be left in the Godowns, where they
will be examined on the 20th Inst. at 4 p.m.
No Fire Insurance has been effected.

SIEMSEN & Co.,
Agents.
Hongkong, June 19, 1888. 1008

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. *MERIONTHSHIRE*, FROM
HAMBURG, ANTWERP, LONDON,
PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed
at their risk into the Godowns of the Kow-
loon Wharf & Godown Co. at Kowloon,
whence and from the Wharves delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before Noon
TO-DAY.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining undelivered after the 20th Inst.
will be subject to rent.

All Claims against the Steamer must be
presented to the Undersigned on or before
the 20th Inst., or they will not be re-
cognised.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.

Hongkong, June 19, 1888. 1002

GLEN LINE OF STEAM PACKETS.

FROM LONDON, PENANG AND
SINGAPORE.

To-day's Advertisements.

ZETLAND LODGE.

No. 525.
AN Emergency MEETING of the above
LODGE will be held in FARMERSON'S
HALL, Zetland Street, on SATURDAY
NEXT, the 23rd Inst., at 8.30 p.m.,
precisely. Visiting BRETHREN are cordially
invited.
Hongkong, June 19, 1888. 1003

SHIRE LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND
YOKOHAMA.

The Steamship
Merionthshire,
DOWLING, Commander,
will be despatched for the
above Ports at Noon TO-MORROW,
the 20th Inst.

For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, June 19, 1888. 1001

FOR SHANGHAI.

The Steamship
Yangtze,
Capt. C. THOMSEN, will
be despatched for the
above Port on THURSDAY, the 21st Inst.,
at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, June 19, 1888. 1000

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s
Steamship
Falkland,
will leave for the above
place about 24 hours after her arrival with
the outward English Mail.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 19, 1888. 1004

STEAM TO YOKOHAMA, VIA NAGA-
SAKI AND KOBE.

(Passing through the INLAND SEA.)
The P. & O. S. N. Co.'s
Steamship
Bokharra,
will leave for the above
places on TUESDAY, 27th July, at Day-
light.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 19, 1888. 1005

STEAM FOR
SINGAPORE, PENANG,
ADEN, PORT SAID, MALTA,
GIBRALTAR, BRINDISI, PLYMOUTH,
AND LONDON.

ALSO,
MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for RATAVIA, TRIESTE,
HAMBURG, NEW YORK AND
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM-
NAVIGATION COMPANY'S Steamship
NEPAUL, Captain S. E. COLE, with
the *Malacca*, will be despatched
from this for LONDON direct, via SUZ-
CANAL and usual Ports of Call, on
SATURDAY, 30th June, at Noon.

Cargo will be received on board until
4 p.m.

For further Particulars regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 19, 1888. 1007

To-day's Advertisements.

STEAM TO STRAITS, COLOMBO
AND BOMBAY.

Connecting at COLOMBO with the Com-
pany's Steamship *Queen* for LONDON
and INTERMEDIATE PORTS.
The P. & O. S. N. Co.'s
Steamship
Therapia,
will leave for the above
places on SATURDAY, 2nd June, at
Noon.

For Freight or Passage, apply to
E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, June 19, 1888. 1006

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
ANNA, German schooner, Captain H.
Meinshausen.—SIEMSEN & Co.

ELLA NICOLAS, German barque, Capt. J.
W. Meisler.—SIEMSEN & Co.

OMEGA, British barque, Captain A. V.
Brown.—SIEMSEN & Co.

RUBY, British ship, Capt. E. K. Robbins.
—Messageries Maritimes.

SHIPPING.

ARRIVALS.
June 18, 1888.—
Chi-shen, Chinese steamer, 1,211, R. Null,
Shanghai June 12, and Swatow 17, General.
—C. M. S. N. Co.

Merionthshire, British steamer, 1,245,
N. Dowling, London May 5, and Singapore
June 12, General.—ADAMSON, BELL & Co.

Pakshan, British ship, 847, James Young,
Bangkok June 11. Rice.—HOR HING HO.

June 19.—
Siuda, French steamer, 2,106, Macé,
Shanghai June 10, Malé and General.—
Messageries Maritimes.

Albany, British steamer, 1,750, E. Porter,
Kutchin June 15, Coal.—Mitsui BUS-
SAN KAISHA.

Haiphong, British steamer, 1,122, Harria,
Fochow June 15, Amoy 17, and Swatow 18,
General.—DOUGLAS STEAMSHIP CO.

Cicero, British steamer, 1,015, A. George,
Saigon June 19, Rice and Paddy.—ADAM-
SON, BELL & Co.

Palmyra, British steamer, 1,530, T. S.
Jackson, Liverpool and Singapore June 19,
General.—BUTCHER & SWIRE.

Glenarthy, British steamer, 1,400, Mur-
ray, London May 7, and Singapore June 13,
General.—JARDINE, MATHESON & Co.

Cassandra, German steamer, 1,090, H. C.
Thomson, Hamburg and Singapore June
13, General.—SIEMSEN & Co.

Marie, German ship, 704, J. Hohlmann,
Haiphong June 17, General.—A. R. MARTY.

Cuthana, British schooner, 201, James
Gifford, Shark Bay May 12, Sandalwood.
—JARDINE, MATHESON & Co.

DEPARTURES.
June 19.—
Malaga, for Yokohama.

Rio Lima, Portuguese gunboat, for Mocim.
Pasana, A.H. Frigate, for Yokohama.
Leaving for Wainipua.

Fushua, for Shanghai.
Chi-shen, for Hongkong.
Falkland, for Singapore.
Batman, for Amoy.
Telamon, for Singapore and London.

CLEARED.
Nishini Noporo, for Singapore.
Dawut, for Haiphong.
Actis, for Haiphong and Pakhoi.
Merionthshire, for Nagasaki.
Don Juan, for Amoy and Manila.
Venezia, for Coast Ports.
Palmyra, for Amoy and Shanghai.
Austin Friars, for Saigon.

PASSENGERS.
ARRIVED.
Per Chi-shen, from Shanghai, 16 Chinese.
Per Merionthshire, from Singapore, 50
Chinese.

Per Pakshan, from Bangkok, 11 Chinese.
Per Siuda, for Hongkong, from Shang-
hai, Mrs. E. Toeg, Mr. Winthe, Rev. De-
monte, Mr. and Mrs. J. Gomez, and Sister,
and Miss Gomez, 2 servants, 2 Chinese
servants, and 2 children; from Yokohama,
Mr. and Mrs. Macleod, and 1 Chinese. For
Saigon: from Yokohama, Mrs. Gleiss, and

Mr. Filament; from Shanghai, Messrs
Baron and J. Gagne; for Singapore, from
Shanghai, Mrs. Fabre; from Yokohama,
Mr. Porcia; for Alexandria, from Shang-
hai, Mr. and Mrs. Soubart, Mr. and Mrs.
Goldman and son. For Marseille: from
Shanghai, Messrs Kihiz and Brodmier;
from Yokohama, Mr. Wells; from Kobe,
Mrs. Haged, and Mr. Dumontell Lagrange.
For Haiphong, from Coast Ports, 42 Chi-
nese.

Per Cicero, from Saigon, 60 Chinese.
Per Palmyra, from Singapore, &c., Mr.
Humphreys, and 270 Chinese.
Per Glenarthy, from Singapore, 7 Chi-
nese.
Per Cassandra, from Singapore, 89 Chi-
nese.
Per Marie, from Haiphong, 19 Chinese.

DEPARTED.
Per Fushua, for Shanghai, 16 Chinese.
Per Falkland, for Singapore, 419 Chi-
nese.
Per Batman, for Amoy, 40 Chinese.
Per Telamon, for Singapore, 4 Europeans,
and 200 Chinese.

Per Marie, from Hongkong, for Nagas-
aki, Mr. S. Yamsyata; for Kobe, 2 Chi-
nese; for Yokohama, Mr. and Mrs. F. C.
Roberts, 7 children and native servant, and
2 Chinese; for Higo, 4 Chinese. For
Yokohama: from London, Mr. Blais's
servant; from Singapore, 1 Japanese. For
Kobe: from London, Mr. R. T. Head.

TO DEPART.
Per Nishini Noporo, for Singapore, 506
Europeans.
Per Dawut, for Haiphong, 30 Chinese.
Per Actis, for Haiphong, 30 Chinese.
Per Don Juan, for Amoy, 4 Chinese.
Per Palmyra, for Swatow, 2 Europeans,
and 210 Chinese.
Per Palmyra, for Amoy, 255 Chinese.

SHIPPING REPORTS.
The Chinese steamer Chi-shen reports:
From Shanghai to Swatow, winds from
N.E. to N., with light and squally weather.
From Swatow to Hongkong, wind from S.
to S.W. with similar weather.

The British steamer Merionthshire re-
ports: Had strong monsoon gale and
heavy squalls throughout.

The British steamer Haiphong reports:
Left Swatow 10th inst. at 5 p.m. and Swatow
to 18th inst. From Fochow, experienced
strong N.E. to S.E. winds, with heavy
squalls to Amoy. From there moder-
ate southerly to S.E. winds, with heavy
squalls to Swatow; thence moderate
southerly winds, with squalls to Swatow.
In Fochow, Fuzhou, Ningbo and Looe,
Steamer in Amoy, Thales. Steamer in
Swatow, China.

The British steamer Cicero reports: Cape
St. James to 18° N. lat., very strong S.W.
wind and squally; thence to port moderate
S.W. winds and clear weather.

The British steamer Palmyra reports:
Singapore to arrival, experienced strong
S.W. monsoon and high sea, forecast sky
throughout.

The British steamer Glenarthy reports:
Fresh to moderate monsoon and fine weath-
er, thence to arrival, clear weather.

The German steamer Cassandra reports:
Had moderate and variable weather, with
fresh S.W. and S.S.W. wind.

POST OFFICE NOTICES.
MAILS will close:—
For SWATOW, AMOY & FOCHOW.—
Per Namoa, at 11.30 a.m., on Wednes-
day, the 20th inst.

For NAGASAKI, KOBE, YOKOHAMA.
Per Merionthshire, at 11.30 a.m., on
Wednesday, the 20th inst.

For STRAITS & CALCUTTA.—
Per Telamon, at 2.00 p.m., on Wednes-
day, the 20th inst.

For BANGKOK.—
Per Mongkut, at 10 a.m., on Thursday,
the 21st inst.

For YOKOHAMA & SAN FRANCISCO.
Per Belya, at 0.30 p.m., on Thursday, the
21st inst., instead of as previously
notified.

For SHANGHAI.—
Per Yangtze, at 3.30 p.m., on Thursday,
the 21st inst.

The Extra Steamers of the Messageries
Maritimes Company between Colombo and
Calcutta have been withdrawn. From this
date through communication with Madras
and Calcutta, the Messageries packet will be
forwarded by rail, viz. on the following
dates of departure from Hongkong:—
June 7, August 30, November 28,
January 5, September 27, December 26,
August 2, October 31.

Mails for India will be made up by the
intermediate packets as formerly for trans-
mission to Colombo, whence they will go on
to Madras by the first opportunity.

Hongkong, May 10, 1888.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—Palmyra leaves for Shai, &c.
Noon.—Namoa leaves for Coast Ports.
Noon.—Merionthshire leaves for Nagas-
aki, &c.

3 p.m.—Telamon leaves for Singapore,
Penang and Calcutta.

Miscellaneous.

Goods per Lemnos undelivered after this
date subject to rent.

Goods per Sadeen undelivered after
this date subject to rent.

Watson's Astingent Lemonade.

Is an excellent STOMACHIC and pre-
ventative of DIARRHOEA and is re-
commended by the Faculty.

During the present season, avoid all doubt-
ful food, insipid water, overfatigue and
impure air.

A bottle of ASIATIC CORDIAL, and a
bottle of the Finest OLD MOET
BRANDY, are useful things
to have in the house.

The following DISINFECTANTS are
reduced in price:
PERMANENT FLUID (similar to
Cody's) 50 Cents per bottle, or \$3 per
2-gallon jar; CARBOLIC ACID, 75
Cents per gallon; CHLORIDE OF LIME,
JEWELL'S FLUORIDE, at special
prices.

Special Quotations for wholesale quantities.
A. S. WATSON & Co., Ltd.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, June 18, 1888. 986

The China Mail.

HONGKONG, TUESDAY, JUNE 19, 1888.

The very pertinent questions put last
evening by a contributor concerning the
apparent absence of any remedial mea-
sures in the Gaol will, we doubt not,
meet with general approval. In com-
mon with the large majority of Hong-
kong residents, we are not in favour of
any "coddling" system being adopted to
wards Chinese convicts. Indeed, the
recent action of the Executive, whereby
the discipline in the Gaol has been made
more strict than it was formerly, has
received our unqualified approval.

Ever since the outbreak of cholera in
the Singapore Prison, however, it has
been borne in upon the minds of think-
ing men who are not officials that
special precautions were a matter of ne-
cessity. This feeling has deepened as
each case of epidemic cholera and chole-
ric diarrhoea in the Gaol has become
known. Surely then was the time to
take strong measures to relieve the over-
crowded state of the Gaol building; and
thus to prevent, if possible, the spread
of the disease. So long as the danger
of an epidemic was not immediate, the
inaction of the authorities was regarded
lightly; but when ten men became sick
in one morning, it puzzled residents to
discover what was the maximum danger
to be reached ere the Government
began to move.

In Singapore the Gaol building is well
out of the town, and indeed in the Straits
there is no congregation of buildings
which can by any stretch of language
be called an overcrowded town, even if
the Gaol were located in its very centre.

In Hongkong, things are altogether
different, and the Prison here is placed
in a most central position. Notwith-
standing these facts, the affected patients
were speedily transferred from the
Singapore Gaol to St. John's Island;

but absolutely no measures seem to have
been taken in Hongkong, either to meet
the difficulty of hospital accommodation,
or to probe into the causes of the out-
break. The question of the water
supply for the Gaol was suggested to
the Coroner by a private medical practi-
tioner, after the query of a juror had
started a natural inquiry as to the
origin of the outbreak. The knowledge
regarding the sources of the water supply
concerning the Gaol was not, however,
definitely ascertained, whether the origin of
the sickness could be traced to such a source
or not, is not material to the question.

In considering the somewhat sensational
statements as to the comfort and the ac-
commodation available for the sick-
stricken convicts, the limited accom-
modation of the Gaol building has to be
borne in mind. But what residents
reasonably ask is this: Why is it that
the Government, whose duty it is to
meet emergencies, when they arise,
seldom proves equal to an emergent
occasion? Because, it will be said, the
on-looking resident does not and cannot
see the difficulties that stand in the way.

Let this be admitted; and then an-
other question presents itself, viz.,
What will the authorities do when a
really alarming epidemic visits us?
What the effects of a serious epidemic
might be, even around the immediate
vicinity of the Gaol, we would rather
refrain from picturing. The duty of
the Government, however, seems clear—
to adopt every means within its power
to prevent the spread of this sickness;
either by removing those who are sick,
or by relieving the Gaol of many of its
minor offenders. Nothing is done
whatever; and we have reason to be-
lieve that the condition of the exten-
sive hospital wards does not improve
our contributor's Browie, put his mark
upon one weak point, when he called
attention to the fact that the night
chills had full effect upon the prisoners
clad as they are in coarse canvas instead
of in serge or flannel. The ventilation
of the Gaol does not improve by this
increase of sickness; and altogether the
puzzle becomes almost beyond explana-
tion why no attempt is made to improve
this deplorable condition of affairs. We
can readily understand why a Govern-
ment should hesitate before deciding
upon the construction of a new Gaol, a
duty which may be satisfactorily per-

formed by other and less costly means.
It is reasonable enough that time should
be spent to leisurely consider the re-
construction of a Supreme Court House
or a Post Office, because the question
in either case is not emergent. But
when a Government hesitates to take
the smallest action in a crisis such as
that which has arisen in the Gaol build-
ing, then the suspicion creeps in upon
the community that something is
radically wrong, and that the attributes
of promptitude and decision are absent
from the governing powers of the Col-
ony.

It would be interesting to know
whether any of the Visiting Justices
have passed an opinion lately upon the
crowded condition of the Gaol, and, whe-
ther, in view of the present emergency,
they have proposed any means of avoid-
ing the difficulty. Perhaps the peculiar-
ly persistent custom of bracketing an
official and an unofficial Justice together
on such inspections may have interfered
with the outspokenness so desirable
upon occasions like the present. Be this
as it may, it appears as if the inspec-
tions of the Gaol and Hospitals by official
Justices do not possess the value which
ought to attach to this old and long-
cherished custom. An unofficial Justice
will naturally hesitate to force his
opinions upon his official colleagues,
much less will he formulate his views on
the report books apart from his Govern-
ment friend. This chaperoning of the
official Justices by a paid servant
might, therefore, be occasionally aban-
doned, if the object of the Governor is
to obtain perfectly frank and inde-
pendent opinions on the discipline and
general condition and conduct of the
institutions visited. The special condi-
tion of the Gaol at the present time,
however, is the subject of these re-
marks; and it is perfectly well known
what that is. As our contributor of
last night asks, Does the Governor
know? And, if he does, what is being
done to remedy it?

TELEGRAMS.

(From Le Courrier d'Haiphong.)
THE BOULANGIST AGITATION.
Paris, 11th June.—The Boulangist party
are supporting the candidature of Paul De-
roulede in the department of the Charente.
This candidature has given rise to a very
severe struggle between the parties.

THE SENATE AND THE MILITARY
LAW.
Paris, 12th June.—The Senate has
adopted the first reading of the new Mil-
itary Bill.

RESIGNATION OF THE SPANISH
MINISTRY.
Paris, 13th June.—The Spanish Ministry
has collectively resigned.

THE BELGIAN ELECTIONS.
The elections that have just taken place
in Belgium have not led to any very sen-
sible modification in the numerical com-
position of the parties in the old Chamber.
It is thought, therefore, that the spirit of
the new Chamber will not differ much from
that of the old.

(From Singapore papers.)
TURKEY AND GREECE.
London, June 6.—The difficulty between
Turkey and Greece has revived.

THE UNITED STATES PRESIDENCY.
The Democratic convention of St. Louis
has nominated President Cleveland.

ZULULAND.
A force of Basutos with British reinforce-
ments is about to start for the purpose of
chastising Dinisulu.

THE UNITED STATES.
London, June 8.—The St. Louis platform
reaffirms that of 1884, and endorses Presi-
dent Cleveland's last message. Thurman is
nominated Vice President.

GERMANY.
London, June 8th.—The Quinquennial
Prussian Diet has been published
alone, without the latter.

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELOIT* will be despatched for San Francisco, via Yokohama, on THURSDAY, the 21st June, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To Liverpool ... 350.00
To London ... 350.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, June 18, 1888. 880

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY-LINES & STEAMERS.

THE British Steamship *ABERDEEN*, 3,616 Tons Register, Tons Register, will be despatched for VANCOUVER, B.C., and SAN FRANCISCO, via KOBÉ and YOKOHAMA, on THURSDAY, the 21st June, at 3 p.m.

To be followed by the S.S. *ABYSSINIA*, on the 12th July.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast points, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria, Mex. \$160.00
To San Francisco ... 175.00
To all Continental ports in Can. 230.00
To the United States ... 290.00
To Liverpool ... 300.00
To London ... 300.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 p.m. on the 20th June.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, June 12, 1888. 965

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco via Yokohama, on SATURDAY, the 30th Instant, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco ... \$200.00
To San Francisco and return, ... 350.00
To Liverpool ... 350.00
To London ... 350.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. the same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central, Hongkong, June 9, 1888. 941

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON THURSDAY, the 21st of June, 1888, at Noon, the Company's Steamship *SYDNEY*, Commandant MAZE, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 5 p.m. on the 20th June, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, June 8, 1888. 939

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID.

BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & NORTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 5th day of July, 1888, at 9 a.m., the Company's Steamship *SACHSEN*, Capt. A. JAGGER, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above, calling at GENOA.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 5 p.m. on the 4th July, 1888. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, June 9, 1888. 946

Intimations.

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LANDMOR.

MORNING STAR.

Runs DAILY as a Ferry Boat between Plover's Wharf and Tsim-Tsi-Tai at the following hours:—This Time Table will take effect from the 1st JUNE, 1888.

LEAVES KOWLOON. LEAVES HONGKONG.

6.00 A.M. 6.30 A.M.

6.45 " 7.00 "

7.30 " 7.45 "

8.00 " 8.15 "

8.45 " 9.00 "

9.15 " 9.30 "

9.45 " 10.00 "

10.15 " 10.30 "

10.45 " 11.00 "

12.15 P.M. 12.30 P.M.

12.45 " 1.00 "

1.30 " 1.45 "

2.00 " 2.15 "

2.30 " 2.45 "

3.00 " 3.15 "

4.15 " 4.30 "

4.45 " 5.00 "

5.25 " 5.40 "

6.00 " 6.15 "

6.45 " 7.00 "

7.15 " 7.30 "

* There will be no Launch on Monday and Friday, account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

PUBLICATIONS.

'CHINA MAIL' OFFICE.

'CHINA REVIEW'—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE, 2, Wyndham Street (behind the Club.)

NOW ON SALE.

INDEX TO THE 'CHINA REVIEW' from VOLUMES I TO XII.

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office, Messrs. KELLY & WALES, Messrs. LANE, CLAWSON & Co., Hongkong; and Messrs. KELLY & WALES, Shanghai.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY, TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese history and the dissemination of 'Notes and Queries on the Far East,' has reached its Fourteenth Volume. The Review discusses those topics which are important in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Mythology, Natural History, Antiquities, Social Manners and Customs, etc., etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be made more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of Literature on China etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to 'Editor, China Review, care of China Mail Office.'

The Notes and Queries are still continued and form an important means of obtaining from and diffusing among students knowledge on obscure points.

The Correspondents' column also affords further and greater facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any of the Modern Languages are received. The papers are contributed by the members of the various Consular, the Imperial Customs, and Hongkong Services, and also by the Missionary bodies amongst whom a high degree of Chinese scholarship is usually obtained. Amongst the regular contributors are:—Mr. E. H. Parker, Eitel, Bretschneider, and Hirth, Professor Legge, and Messrs. Ballou, Watters, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Koppel, Parker, Playfair, Giles, Pictet, and Taylor, well-known names, indicative of sound scholarship and thorough mastery of their subject.

The Subscription is fixed at \$6.00 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address: Manager, China Mail Office.

OPINIONS OF THE PRESS.

'All our learned societies should subscribe to this scholarly and enterprising Review.'—*Northern Christian Advocate* (U.S.).

'The China Review' has an excellent table of contents.—*Celestial Empire*.

'The Publication also contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparisons with preceding numbers.'—*Adelphi*.

'This number contains several articles of interest and value.'—*North-China Herald*.

'The China Review for September-October fully maintains the high standard of excellence which characterizes that publication, and altogether forms a very interesting and readable number. Meteorologists will find an interesting and valuable contribution by Dr. Fritzsche on "The Amount of Precipitation (Rain and Snow) of Peking," and the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. "Notes on the Dutch Occupation of Formosa," by Mr. Geo. Phillips, contains some interesting information, although much of it is accurate. The Notices of New Books include a most interesting and appreciative review of "The Divine Classic of Nan-Tzu," and the Notes and Queries are as usual very interesting.'—*North-China Daily News*.

A substantial and reliable Review which all students of Chinese history and the dissemination of Chinese literature should do well to patronize.'—*Chrysanthemum*.

'The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on "The New Testament in Chinese" reads of a question that must necessarily be of great importance to the opening of all missionaries. Mr. E. H. Parker's "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. F. H. Ballou contributes a paper on some legends of the Emperor Cheng, founder of the Chinese Empire, which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Paths in Western Borneo and Java" might advantageously have been placed under a separate heading, complete the number.'—*H.K. Daily Press*.

The Review of the China Review contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position as a review of China and the neighbouring countries, some of which to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publication as is now provided extremely desirable; and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly creditable to their respective authors.

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the report of the Chinese poet-statesman of the eleventh century, Sung P'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be useful, feature of the Review, it carries out with punctilious detail, we are glad to notice that "Notes" and "Queries" are destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary activity to that which was displayed during the lifetime of the predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Mr. Andrew Wind, News Agent, &c.

21, PARK ROW, NEW YORK; 5, ADVERTISERS, &c., for the China Mail, Canton, China Mail, and China Review.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to Jardine's Wharf. 3. From Jardine's Wharf to the Harbour Master's Office. 4. From Harbour Master's Office to the F. and O. Co's Office. 5. From F. and O. Co's Office to Poddar's Wharf. 6. From Poddar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings. 8. From Blue Buildings to East Point. 9. From East Point to North Point. 10. From North Point to Kowloon Wharves. 11. Jardine's Wharf.

Vessel's Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers. Aberdeen. Acty. 2370. June 11. Adamson, Bell & Co. Hoilow, &c. To-morrow 21st inst.

Albany. Acty. 2355. June 11. Adamson, Bell & Co. Hoilow, &c. To-morrow 21st inst.

Anatolia. Acty. 1700. June 11. Mitsui Bussan Kaisha. Amoy. To-morrow 21st inst.

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SHIPPING IN CHINA, JAPAN, PHILIPPINES, AND SIAM WATERS.

WHARFHOA.

Vessel's Name. Flag & Rig. Destination.

Amoy. Ger. str. Hongkong.

E. J. Spence. Brit. bge.

Fookang. Brit. str. Shanghai.

Loeang. Brit. str. Swatow.

Niegan. Brit. bge.

Hever. Ger. str.

AMOY.

In port on June 6, 1888.

Andrews. Ger. b